

Today's Advertisements.

TO TEACHERS.

HIBBERDINE'S ILLUSTRATED COMPOSITION SERIES
MAKES LESSONS A PLEASURE TO SCHOLARS.

To be obtained at:—

Messrs. KELLY & WATSON, Limited, Hongkong, Shanghai Yokohama and Singapore.
Messrs. W. BREWER & Co., Hongkong and Shanghai.
Messrs. TSUI MAN KOK, Hongkong.
Messrs. MAN YU TONG, Hongkong.
Wholesale:—W. HIBBERDINE, 50, Queen's Road Central, Hongkong.

VICTORIA CHAPTER,
No. 525, E.C.

A REGULAR CONVOCAION of VICTORIA CHAPTER will be held at the FREEMASONS' HALL, TO-NIGHT, the 3rd instant, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 3rd April, 1900. [439b]

MR. ALEC MARSH

(Late Principal Harpstone of the Royal Carl Rosa Opera Co., THE ROYAL ITALIAN OPERA, Covent Garden; ROYAL CHORAL SOCIETY, and the Principal London and Provincial Concerts)

begs to announce that he will give a

GRAND EVENING

CONCERT

Under the Patronage of His Excellency Sir HENRY BLAKE, G.C.M.G., and Lady BLAKE.
H.E. Major-General GASCOIGNE, and Mrs. GASCOIGNE.
TO-NIGHT,
the 3rd April, 1900,
at 9 P.M.,
in the
ST. GEORGE'S HALL.

Mr. MARSH will have the kind assistance of Mrs. L. WILSON, Mrs. B. L. LAMMIE, Mr. G. P. LAMMIE, Mr. E. SHERS, Mr. H. SHERS, Mr. MULLER, and Mr. A. G. WARD.

PRICES:—\$1 & \$1

Box Plan and Tickets at the ROBINSON PIANO CO.

Further Particulars Later. [439b]

Hongkong, 3rd April, 1900.

HAPPY VALLEY,

APRIL 6-7,

AT 4.30 P.M.

APPEARANCE OF

MR. SID BLACK,

CHAMPION TRICK SAFETY CYCLIST OF THE WORLD, accompanied by H. L. JENKINS, THE ORIGINAL TRAMP CYCLIST, ANDREW MARTINS, COMIC BURLESQUES, and THE AMERICAN BICYCLE POLO TEAM.

ADMISSION:—\$0.50

SEATS:—1.00

Plan at ROBINSON'S.

Hongkong, 3rd April, 1900. [445b]

OCEAN STEAMSHIP COMPANY, FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS," will be despatched TO-MORROW, the 4th April.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd April, 1900. [439b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI

THE Company's Steamship

"SHANSHI," Captain Carnahan, will be despatched as above on THURSDAY, the 5th April.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd April, 1900. [439b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY, SINGAPORE, SAMARANG AND SOERABAYA.

THE Company's Steamship

"WHAMPOA," Captain Garriock, will be despatched as above on FRIDAY, the 6th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd April, 1900. [444b]

"WARRACK" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ARGVILL," FROM GLASGOW AND LIVERPOOL.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 9th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 3rd April, 1900. [440b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"THALES," Captain Passmore, will be despatched for the above Ports, on THURSDAY, the 5th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 3rd April, 1900. [443b]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SANUKI MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before Noon TO-DAY.

Goods not cleared by the 22nd instant, will be subject to rent.

All ship-damaged packages must be left in the Godowns where they will be examined on FRIDAY, the 6th instant, and MONDAY, the 9th instant, both days at 10 A.M., upon notice of such damage being sent in beforehand to this Office.

All claims must reach us before the 9th instant, or they will not be recognized.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA.

Hongkong, 3rd April, 1900. [442b]

Intimation.

A. S. WATSON & Co., LIMITED.

THE LEADING MANUFACTURERS OF

AERATED WATERS

IN THE FAR EAST.

THE MACHINERY in use is of the latest design and most up to date character.

ENGLISH EXPERTS manage our factories, and their practical knowledge produces an article that is unrivalled for its excellence.

The Water used is the best known in this Island of fragrant streams, and is skillfully filtered on scientific principles.

We use only the best and most exclusive ingredients, guaranteeing Absolute Purity.

The leading English makers freely acknowledge that WATSON'S WATER is equal to those of their own production.

A. S. WATSON & CO., LIMITED, ESTABLISHED A.D. 1841.

BIRTH.

On the 25th March, at "The Cottage," Cavanagh Road, Singapore, the wife of JAMES ROBYN, of a daughter.

DEATHS.

At the Hongkong Club, Hongkong, on the 2nd April, HENRY LISTON DALRYMPLE, age 55 years.

At Penang, on the 23rd March, WOLF HORN, proprietor, Grand Hotel.

The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 3, 1900.

NOTES AND COMMENTS.

THE MASAMPHO AFFAIR.

So the Masampho affair has practically come to nothing and we are not to see war between Russia and Japan just at present.

Our Yokohama correspondent announced in the telegram which we published yesterday that Japan had brought pressure to bear and Russia had compromised on consideration of a concession within treaty limits.

In other words Japan has put her foot down and Russia has given in, though for how long it is impossible to say.

Russia, like the domestic insect in the American proverb, generally "gets there all the same," and though she may have failed to gain her ends in the present instance there can be little doubt but that she will now look round for a new pretext upon which to set up further claims.

Probably she was of opinion that Japan was not quite prepared to intervene until the rest

of her ships had arrived from Europe, but apparently Japan was, and we all now know that she did intervene, and with success. Russia's backing down is not to be wondered at. We have frequently pointed out that it is to her advantage to avoid a conflict in the Far East until such time as her great railway is finished, for then she will be in a great measure independent of sea carriage and will be able to bring coal, ammunition and reinforcements to the Far East without having to run the gauntlet of hostile cruisers which might be on the lookout for her vessels. While Russia waits Japan certainly grows stronger, but she cannot hope to keep pace with her mighty competitor. Once the Trans-Siberian Railway is completed Japan can never hope to strike a crushing blow at Russia. She could, perhaps, destroy her fleet and lay Port Arthur and Vladivostok in ruins, but there her success would speedily come to an end. We do not think that Japan would be powerful enough to undertake the invasion of the Russian Asiatic possessions. It would be an undertaking that might well appall one of the Great Powers, for the cost of keeping communications open would alone almost ruin a nation. We do not say that all points of contention between Russia and Japan have been done away with; far from it. It is simply that a crisis has been tided over and both can now afford to wait the next.

THE LADIES' PETITION.

With the petition presented to the Legislative Council on Thursday last and signed by one hundred and fifty-two of the ladies of Hongkong we most heartily sympathise. The ladies have taken up a question which concerns everyone in the Colony, high and low and rich and poor alike. The ladies have also hit the right nail on the head in requesting that a close enquiry be instituted into the incidence and operation of licence fees etc., now imposed upon boats, markets, etc., etc. We do not mean to suggest that it is the licence and other fees alone which have brought about such a great rise in prices of late, for that is manifestly not the case, but there can be no possible room for doubt that these same fees have tended to keep prices up and have so taken money from the pockets of the public to a very large extent. Take the Central Market for instance. It is a public institution and was built at public expense, and for this reason it should be conducted with as little cost to the public as possible. It is not a very costly building to keep up, a Market Inspector and a few coolies being all the staff that is required, so that the rent of stalls should be extremely low. But no. Our officials never can bring themselves to look upon any institution as being for the public good. It must always be made a source of revenue and so a means of increasing the size of our Military Contribution of seventeen-and-a-half per cent. of the gross revenue of the Colony. As matters now stand our officials appear determined to compel the Market to add a very large amount to the Military Contribution with the result that, instead of fees being kept down to a figure that would just allow it to pay its way and no more, it is one of the principal sources of revenue of the Colony, and yearly adds a large sum to the Treasury coffers. With other licences and fees, it is the same. Hawkers and tradesmen are squeezed to the utmost limit, and all this has a deleterious effect upon the Public by keeping the price of articles of all descriptions at a high figure. We earnestly trust that Mr. WHITEHEAD will succeed in getting a Committee appointed to go most thoroughly into matters and report upon the best method of bringing the fees down to their proper level.

With regard to obtaining a reduction in prices in the matter of illegal combinations we believe that the task will be more difficult. If any illegal combinations exist then the Chinese will naturally stick together in order to support one another, and if the Commission is empowered to collect evidence, that evidence will certainly prove to be of a most contradictory and unsatisfactory nature. Competition, we imagine, would be the only means of combating the evil, and were Europeans prepared to attempt to compete with the Chinese with regard to the food supply of the Colony they would be boycotted on all hands by the Chinese merchants, with whom they would have to deal, and an immense amount of capital would have to be forthcoming to combat the ring which would be formed against them. Truly an enquiry is most necessary, but we see grave complications ahead of it.

REUTER'S TELEGRAMS.

THE UNIVERSITY BOAT RACE.

CAMBRIDGE WINS.

LONDON, MARCH 31st.

Cambridge won the University boat race by 20 lengths.

THE WAR.

TRANSVAAL PRISONERS SAILED FOR ST. HELENA.

Four hundred of the Gloucesters have sailed for St. Helena to guard the Transvaal prisoners.

THE TRANSVAAL MINES.

NO INTENTION TO DESTROY THEM.

The Transvaal State Attorney has officially informed the foreign consuls that there is no intention of destroying the Mines.

MICHAEL DAVITT IN THE FREE STATE.

HE REACHES KROONSTADT.

Michael Davitt has arrived at Kroonstadt.

CASUALTIES AT KAREE SIDING.

A LONG LIST.

The total casualties at the fight at Karee siding were 2 officers killed, 8 wounded, 10 men killed, 8 wounded, 10 men and 162 wounded.

LONDON, APRIL 1st.

RACING.

THE LINCOLNSHIRE HANDICAP.

1. Sir Geoffrey.

2. Strike-a-light.

3. Forcett.

THE GRAND NATIONAL.

1. Ambush.

2. Barsac.

3. Manifesto.

THE WAR.

THE EIGHTH DIVISION.

TROOPS TO GO NORTH.

Fresh orders have been issued that the eighth division shall disembark at Capetown and proceed North immediately.

THE AUSTRALIAN VIEWS OF PEACE TERMS.

IN ACCORD WITH THE EMPIRE.

Replying to a question in the House of Commons, regarding the Australian Premiers views of peace, Mr. Chamberlain said that Australia was completely in accord with Britain and the rest of the Empire.

HUNGARIAN HORSES FOR THE FRONT.

Quantities of Hungarian and other horses have been shipped to repair the heavy wear and tear incidental to Lord Roberts' operations.

BOERS NEAR PARDEBERG.

FARMERS RAIDED.

A large force of Boers is harried in the neighbourhood of Pardeberg and marauding bands are visiting the farmers.

THE LATE GENERAL JOUBERT.

LORD ROBERTS' SYMPATHY.

Lord Roberts has telegraphed to President Kruger, condoling with him on the death of General Joubert and praising the chivalry and bravery of the late General. President Kruger, in a speech at the funeral, said General Louis Botha would succeed to the Command.

WEATHER REPORT.

The Observatory report says:—

On the 3rd at 11.55 a.m. the barometer is falling on the China coast, rising in Japan. A depression is moving Eastwards in the N.E. part of the Sea of Japan, also pressure is relatively low over the N.W. part of the China Sea. Pressure is highest between the E. coast of China and W. Japan. Gradients slight to moderate, with fresh monsoon along the S. coast of China. FORECAST:—Fresh E. winds; showery.

LOCAL AND GENERAL.

We learn that H.M.S. *Fame* collided with one of the Star Ferry launches yesterday. Luckily no damage was done.

There have been thirteen plague cases at Sydney since the outbreak up to the 12th ult., and six cases have been fatal.

Mr. J. J. Clerihew, an ex-inspector of the Sanitary Department, died this morning. He only retired on pension last autumn.

The fate of the war depends on whether the Boers are able to bring back their siege guns safely, says the Berlin *Vossische*.

It is reported that eight large estates owned by the Dominican friars in the Philippine islands have been sold to a British company for a large sum.

The *Perak Pioneer* hears that Col. Walker will act as Resident of Perak when Mr. Rodger goes on leave, and that Mr. Treacher becomes Acting-Resident-General.The *Tablet* announces that Lady Catherine Manners, eldest daughter of the Duke of Rutland, has been received into the Catholic Church at the Oratory, London.

Could Mr. Chater but see the road in Kowloon which bears his name he would weep. It resembles a mud bath more than anything else at the present time and the residents in the vicinity are thinking of applying for permission to raise a crop of paddy upon it. Perhaps when the D.P.W. gets bogged in it redress will come.

The whole of the Russian artillery is to be re-armed with the quick-firing gun of the pattern submitted by the Poutiloff Works in St. Petersburg. The cost will be spread over a period of five years.

The Admiralty has directed that the cruiser *Edgar*, which is bringing out relief crews for the ships on the China Station, shall go by way of the Cape of Good Hope, instead of the Suez Canal. The *Edgar* will carry a crew of 544 officers and men.

A RETURN showing the number of cases of Communicable Diseases which have been notified as occurring in the Colony of Hongkong, during the week ended the 31st March 1900, shows 4 cases of Bubonic plague and 4 deaths, Diptheria 1 case, Enteric fever 3 cases, 1 death, Smallpox 3 cases imported, 1 death.

Mr. Sid Black will exhibit his trick riding and bicycle polo on Happy Valley ground next Friday and Saturday. There will be an amateur trick-riding contest, for which a medal will be presented, bicycle polo played by two aside, a three-trick-riding act, and a single ditto by Mr. Sid Black himself. An excellent clown-riding will also perform in the show, which is to last about an hour and a half. Mr. Black's riding is said to be simply marvellous, and the attendance, weather permitting, should be large.

APPARENTLY there is some truth in the saying that "a policeman's life is not a happy one." In order to obtain recruits for the Hongkong Police Force it was recently found necessary to get a draft of men from the Royal Marines, home policemen, not coming forward with alacrity to join a force in the Gorgeous East. Now we hear that, owing to dissatisfaction with, something or other, the Naval Yard Police have resigned in a body. There must be a screw loose somewhere.

APPARENTLY the Authorities have taken to heart the little lecture we read them the other day about the demolition of the Shore Battery at Kowloon City. At all events the hand of the vandal has been stayed, and by a brilliant stroke of genius the battery has been preserved as an ancient landmark by entirely altering its form and turning it into a semblance of a modern earthwork. Years hence we shall have some globe-trotter writing upon the Chinese skill in the construction of earthworks, as displayed at Kowloon City.

THIS afternoon at the Magistracy the prisoners in connection with the robberies committed on the Hon. F. H. May C.M.G. were brought for sentence. Mr. May's boy owing to his youth was only sentenced to three months imprisonment. Mr. Mackie in the evidence said that he could vouch for his boy's honesty as he had him for some considerable time; he was therefore let off with a caution and merely bound over on a \$100 recognisance. Mr. Hanson's boy, the one through whose information the thefts were discovered was discharged.

THE annual match between the L. R. C. and the H. K. C. C. will be played to-morrow (Wednesday) on the Cricket ground. The game will commence at 3 p.m. and the Band of the Hongkong Regiment will be present. If the ground is too soft for play an express will be sent round in the forenoon. The following are the teams:—

L. R. C.	H. K. C. C.
Langhorne.	Fairie.
Pinckney.	Dyson.
Griffin.	Cox.
St. John.	Anderson.
Potts.	Wai On.
Slade.	Hallifax.

A MEETING of the Legislative Council will be held on Thursday, 5th April, at 3 p.m.

BUSINESS.

1. Financial Minute. (No. 14.)

2. Report of the Finance Committee. (No. 5.)

3. Resolution, by the Hon. T. H. Whitehead.

That a Committee be appointed to enquire into the continuous rise in the market prices of most necessities of life such as meat, fish, and garden produce, and to report.

ORDER OF THE DAY.

1. Third reading of the Bill entitled An Ordinance to amend and consolidate the law relating to the carriage and possession of arms and ammunition.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

At the meeting of the R. A. O. B. held on the 30th ultimo, the following officers were elected for the ensuing quarter and month:—

S. P.	Primo Roberts.
C. M.	Bro. Burnett.
C. Tyler.	Bro. Dagwell.
C. Const.	Madar.
C. Chamb.	Course.
C. Register.	Boyman.
C. Secretary.	Hopkins.
C. Treasurer.	Blake.
A. B.	Primo Parkinson.
C. Taster.	Bro. Morris.
C. Physician.	Howard.
C. Physicist.	Primo Burrell.
C. Minister.	Bro. Daren.
C. Walter.	Kelton.

A very pleasant evening was spent after the conclusion of the business, the following Brothers contributing to the harmony on this occasion, Hart, Simmers, Burrell, George and Jenner.

We regret to record the death of Mr. H. L. Dalrymple, a very old resident of the Colony, which occurred at the Hongkong Club yesterday from pneumonia. Mr. Dalrymple came to China originally as tea taster, to Messrs. Birley & Co. in 1867 and was stationed for some years at Poonchoo. In 1875 he was admitted to a partnership and when the firm closed in 1883 he carried on the business under the name of Birley, Dalrymple & Co. He was Agent for the British North Borneo Company for many years, and also occupied a seat upon the board of directors of the Hongkong and Shanghai Bank for a considerable time. He was intimately connected with the formation of the Royal Hongkong Golf Club. The funeral took place yesterday afternoon, a large number of the friends of the deceased following the coffin to the grave. Mr. Dalrymple was fifty-five years of age.

The *Niji*, a 31-knot torpedo-boat destroyer, built for the Japanese Government by Messrs. Yarrow and Co., left the West India Docks on February 15th for Japan. She will be here soon.

The migratory birds appear to be passing to their summer quarters once more. We are informed that on Sunday last a large flight of ducks was seen heading north over Yau-ma-tei Bay, and a smaller of teal going in the same direction.

H.M.S. *Tweed* has been put in commission and will proceed to take up her old duties on the West River as soon as possible. We also hear that torpedo boat No. 38 is to be commissioned for the same duty, so the West River will not be left unprotected.

His Excellency the Governor will leave Murray Pier at 11.45 to-morrow morning. We understand that he proceeds on a three-months' vacation, going first to see the bore on the Yangtze and afterwards to Peking. We wish His Excellency a pleasant holiday.

In our report of the opening of the Bellios Reformatory in yesterday's issue, we should have said that His Excellency considered that the notice of the ceremony appearing in the Press would be sufficient notification to the public, instead of saying that this was the opinion of Mr. Bellios.

GENERAL White's stubborn, heroic defence of Ladysmith will rank high in history, says the New York *Evening Post*. The story will never be told with the vivid impressionism which Mr. G. W. Stevens would have had at his command, had he survived, but it will no doubt yield many stirring episodes when narrated in full.

The damage to H.M.S. *Sandpiper* is not so extensive a nature as was at first supposed. Her plates were badly dented but did not give way. The rivets were drawn, however, and the seams of the plates opened, so that she was leaking badly when got off. She has already been docked and will be repaired as speedily as possible.

A TERRIBLE accident is reported from Kure Dockyard. During a gale of wind on the 14th instant, a tall iron chimney, which had just been erected and was receiving a coat of paint, collapsed, and, falling on the roof of No. 5 workshop, caused the death of 9 men. The severe injury of 2, and the slight injury of several. Twelve men who were engaged in painting the chimney seem to have escaped unhurt.

THE *Englishman* of the 7th inst. says: "Our attention has been drawn to the fact that numerous bodies of dead kites and crows are now to be seen on the Calcutta maidan. One observer saw three dead gulls within a few yards of each other. Kites are also reported to be falling dead in the streets. This is a most unusual circumstance and a somewhat ominous one in view of the increase of plague in the town."

A STRAITS Settlements potentate has recently given a Birmingham firm an order for a very large four-post bedstead, which has just been carried out in accordance with the luxuriousness of Oriental ideas. It is 9 ft. 6 in. long, by 7 ft. 6 in. wide, and 12 ft. are measured from the floor to the top of a magnificent pearl and brass cornice, which has been hand-chased in a most elaborate fashion. Upon each of the large ornamental pillars which support the cornice are five pearl busts, starred pearls being also placed in the centre of every triple-joint casting in the rails at the head and foot of the bed. —*Daily Graphic*.

THE following is from *The Mail* of February 21st:—"The Norman Cross, Peterborough, magistrates yesterday sentenced Albert Haynes, labourer, of Yaxley, to two months' imprisonment for fraudulently obtaining money under the pretext that it was for the South African War Fund. The accused went about with a paper on which was an appeal purporting to be signed by the Bishop of Peterborough, and stating that money was to be sent to the 'Manush House War Fund, London.' Several persons gave him money." The war has probably furnished material for many similar begging frauds. We suppose the man's defence was that he wrote the Bishop's signature "absent-mindedly."

THE *N. C. D. News*, commenting on Reuter's telegram about the concerted action of the Powers in China says:—

The telegram explains the dispatch of the *Hermione* and *Brisk* to Taku. The Legations have realised at last the menacing nature of the anti-foreign organisations that have been fostered by Yu Hsien and ultimately by the present actual rulers of China, and concerned action is to be taken. Before the winter began we first drew attention in these columns to the danger that is now recognised, and we are very glad to see that there is a chance of the Powers being united on the matter. It is an excellent thing in every way that the Empress Dowager and her immediate circle of Manchurian advisers should be made to understand once more that they are not an independent Power, and that

It is reported that the Penang Hills Railway Company has proceeded to allotment, and that the capital has so far come entirely from Penang and Province Wellesley.

THE British victories of the last few days have been regarded as a surprise to those who prematurely regarded the military power of the British Empire as already completely shattered.

THIS morning at the Magistracy a young Portuguese lad who had been for some time a day-scholar at St. Joseph's College, was sentenced to receive six strokes with the birch for stealing four billiard balls, the property of the school. There was no doubt of his guilt, as the stolen property was found on his person as he was leaving the premises.

YESTERDAY afternoon the case for the Plaintiff in the suit E.R. Bellies v. Bank of China and Japan, which had occupied the attention of the Supreme Court and a special jury for the last week, was concluded. The jury stopped the case, saying that the Plaintiff had not made out a case against Defendants. Judgement was, therefore, given for Defendants with costs.

L. T. TOURNAMENT, HONGKONG C. CLUB.

The following is the draw for the 1st Round, to be played on or before 11th inst.

CHAMPIONSHIP.
J. U. Fairie v. P. G. Anderson. P. A. Cox v. H. F. Brayne.

SINGLE HANDICAP (A CLASS).
J. U. Fairie 15 v. E. Deacon 15, G. A. Woodcock 16, F. H. Yeats 16, P. A. Cox v. G. Gibson 26.

SINGLE HANDICAP (B CLASS).
H. J. Gedde 15 v. M. W. Shade, A. Hollingsworth 15 v. A. F. Williamson 15, P. J. Wedhouse 15 v. A. F. Williamson 15, C. Pemberton 15 v. R. J. Gerrard 26, C. Mulliken 15 v. R. J. Gerrard 26, J. F. Noble 15 v. R. J. Gerrard 26, R. B. Johnson 15 v. H. E. Pollock 15.

DOUBLE HANDICAP.
Griffin and Langhorne 15 v. 30, E. Eckitt and Lee 15 v. Mackay and Pinckney 15, E. Ellis and Barrett 15 v. Newton and Woodgate 15, Hay and Noble 15 v. 2.

PROFESSIONAL PAIRS.
Wei On and Brayne v. Geats and Williamson, Tuck and Gibson v. Humphreys and Humphreys, Mounsey and Branton v. Wedhouse and Halliday, Carr and Pinckney v. Anderson and Brown.

ROYAL HONGKONG YACHT CLUB.

The eleventh Club race will be sailed on April 8th inst., on course No. 10, Cosmopolitan Dock Buoy to Port, North Fairway Buoy, Mark Boat off Chung Hui, and Stonecutters to Starboard. Distance fourteen miles. The Race Cup to be sailed on Saturday the 7th inst. at 2 p.m. Time limit 7 p.m.

THE SUNKEN "MORGAN CITY."

PREPARATIONS FOR RAISING THE SHIP.

Preparations are proceeding for the raising, on the pontoon system, of the steamer *Morgan City*, which lies sunk on an Island Sea island eight or ten miles from the town of Onomichi. It will be recalled that the steamer, while on a voyage with troops to Manila, struck a rock on the night between 1st and 2nd September last, and after getting clear was beached on the spot where she now lies—a sandy but steeply shelving bay, reached most conveniently from Onomichi. It is thus close on seven months since the vessel went down but it is believed, that if the operations now to be carried through for her salvage are unattended with serious difficulty or hindrance, she will repay the expenditure on salvage and subsequent repairs. Her net tonnage is 1738 and gross about 3800. The exact extent of damage to the ship is not accurately ascertained but she is known to be rather extensively holed under the bow, and as she lies now—wholly under water except as regards the higher part of the forecastle—she must of course be full of water. It is also possible that there may be considerable sinking up of sand around the hull but this need not seriously impede the raising of the ship.

The steamer was owned by Messrs. Chikott and Barnison, Seattle and San Francisco, and was insured with the Firemen's Fund Insurance Company. It is by the Insurance Company that the operations for the raising of the vessel are undertaken, and their representative in connection with the work is Capt. H. R. Robertson of Seattle, who has been in Japan for some months arranging matters and will stand by until the vessel is afloat.

The contract for the raising of the steamer was placed with the Kawasaki Dockyard Company, Kobe, and in their yard here are being constructed the pontoons with which it is confidently anticipated the ship can be raised. The construction of the pontoons was begun in January and it is hoped they may be completed about the end of this month. They will be floated and towed down to the scene of the wreck, when complete, and the work there will proceed under the direction of Capt. Robertson and the Company's engineers.

As this is probably the first occasion on which the pontoon method of ship salvage has been employed by a Japanese company the undertaking is worth some notice. The pontoons, which are two in number, are as has been indicated being built at the Kawasaki Company's yard in Kobe. They will be 90 feet long, 30 feet wide and 15 deep. They are now near completion and the work is being pushed on with expedition, night shifts of the employees being put on the work so as to secure an early start for the wreck. The pontoons are of Oregon pine principally, but as the company is building them with the idea of their future use in similar work, they are being put together in a very substantial manner, much of the clamping being done with iron, while metal rivets are used where they might be deemed unnecessary. The method of ship raising by pontoon is, of course, simple in principle. The pontoons are of a floating capacity which will afford a fair margin beyond the dead weight of the hull to be raised. They are moored on each side of the sunken ship, and from the necessary appliances fitted on their decks, hawsers are attached round and below the sunken hull. The pontoons are then hauled up by the hawsers, and if all goes well, bring the ship with them. The two pontoons for the *Morgan City* will be moored, one on each side of the ship. Twelve two inch chains will be used, there being twelve hoists through the pontoons for the passage and working of the chains. The levers on the deck of the pontoons will be 24 inch square with cast-iron hawser pipes. The total cost of the pontoons will be about 20,000 yen but if the cost is large, the Kawasaki Company are doubtless putting money into them with the view of future operations.

The progress of the salvage work will doubtless be watched with some interest. As has been stated it may be a week or two from now before the pontoons will leave Kobe but the work is being got through with all speed.

Among outside parties there is some discussion as to the probable success of the plans for the raising of the vessel. It is said that on one or two occasions when pontoons have been tried in Far East waters they have not been an encouraging success. The conditions with regard to *Morgan City* are however about as favourable as they could be, and it may be hoped that the venture will not prove abortive as an engineering undertaking or as to its financial results.—*Kobe Herald*.

O. S. K. COMPANY'S PROGRESS.

The *Tiji* reports that new steamers for the O. S. K., bought or ordered to be constructed are as follows:

STEAMERS BOUGHT.	Tons.	Knots.
<i>Taiho Maru</i>	2,500	12.5
<i>Taiyo Maru</i>	1,900	10.0
<i>Suwayo Maru</i>	1,100	10.5

BUILDING.	Tons.	Speed.	Dockyards.
<i>Taiyo Maru</i>	1,400	13	Kawasaki, Kobe.
<i>Taiji Maru</i>	1,400	13	Iron Works, Osaka.
<i>Taiji Maru</i>	2,400	12	Mitsubishi, Nagasaki.

The company has under consideration the ordering of three steamers to be called the *Taiyo Maru* (3,000 tons), *Taiji Maru* (1,800 tons), and *Taiji Maru* (2,000 tons), and they are also negotiating with certain parties in Kobe for the purchase of two more steamers besides those mentioned.

THOSE JAPANESE MILITARY BINOCULARS.

(*Japan Gazette*).

"I have just run across this in a London evening paper:—'We fancy it is not generally known that in the China-Japanese War all the Japanese soldiers were supplied with binocular glasses. That, however, is the fact, and the fact impressed foreign critics more than the immense value which the glasses were to the troops. Everyone is agreed that valuable as they were in Korea, they would be of twice as much use in South Africa.'"

"Few things impressed foreign critics more than the immense value which the glasses were to the troops." Well, they were valuable. But hardly in that way. While the war was actually progressing I met a war correspondent who had been to the front, but had returned to Japan in forget for what purpose. The story about the binocular glasses, which first saw the light in this gentleman's correspondence from the Liaoting Peninsula, had impressed me not a little. An army of spy-glasses! It was a marvel of organization and foresight. I mentioned my wonder and admiration to the gentleman.

"He seemed a little taken aback. Then, recovering himself—"For goodness sake!" he said, "don't resurrect that dreadful yarn. I have since found that the funny little boxes, the shapes of which led me to think they held binoculars, are actually the cases in which the soldiers carry their rice. Don't say a word!" I haven't until now.

ROUMANIAN SUBJECTS IN JAPAN.

A notification has been issued by the Foreign Office, stating that the Italian Minister has been notified that the Italian Government has consented to the request of Roumania that her subjects in Japan should be placed under the protection of the Italian Consuls.

STILL THEY COME!

The Russian transport *Saratoff* arrived at Singapore from Odessa on 25th inst., with a few saloon passengers and over a thousand troops for their usual destination, Vladivostok.

EARTHQUAKE INSURANCE.

A few months ago, an earthquake wrought great havoc at Sukahumie in West Java. This calamity brought to the front the need for starting an earthquake-insurance society at Batavia. In other words the idea is that people there will be so thoughtful as to insure their property against earthquakes as readily as against fire. The chances are against the success of the proposed company. People at Sukahumie may insure, stricken as they have been. But at places in Java where earthquakes have never yet wrought any havoc, people will not listen to the idea of insurance against them. Shareholders in such a venture will run greater risks from earthquakes than from fire. At first, the progress of the flames can often be checked; but the destructive course of earthquakes is resistless. In short, an earthquake-insurance company can be only worked at a loss in the long run.—*Straits Times* Cor.

THE DEPOPULATION OF BOMBAY.

It is a dreadful story the *Bombay Gazette* tells of the mortality in Bombay.

The death-rate in Bombay city has reached the enormous percentage of 174.71 per thousand, the worst tone of death being 2,331. These figures constitute records compared with which the heavy death-tolls in the early months of last year are left far behind. From the beginning of January up to the end of February, no less than 21,000 persons have succumbed to the various diseases which lurk in all parts of the city. If the present rate continues, it means that Bombay will be depopulated of over one tenth of its population at the end of the year. Plague is apparently not raging so virulently as it did last year, but epidemics of small-pox, measles, and fever more than counter-balance this relief. Of course, the presence of thousands of famine-stricken people in the city adds the ravages of disease, and their condition, enfeebled by reason of exposure, want of proper food and clothing, renders them particularly susceptible to contract sickness.

PULAU WEH.

Pulau Weh promises to be a formidable rival to Singapore in the way of coaling foreign men-of-war, says the *Singapore Free Press*. Within a short time, the Austrian cruiser *Kaiserin Elisabeth*, the German cruiser *Deutschland* and the Russian cruiser *Panin* *Admiral*, all homeward bound from Singapore, called in there to replenish their bunkers, and the Russian battleship *Petrovsk*, which arrived last week from St. Petersburg had 800 tons of coal put on board there, which, it is claimed, was done as expeditiously if not more so, than at Singapore. The late Sir Charles Mitchell proposed to have a British Vice-Consul stationed at Pulau Weh, and in view of its growing importance as a coaling station for foreign men-of-war, it would appear as if our late Governor's views were amply justified.

WAR NEWS BY WIRE.

(From Our Exchanges.)

Thanks to "Uncle Sam."

LONDON, March 15th.
Mr. Balfour, in the House of Commons this evening stated for the friendly tone of their communication, which indicated that Mr. McKinley would be glad in any friendly manner to aid in restoring peace, but Mr. Balfour added the Government do not propose to accept the intervention of any Power. This statement was followed by loud and prolonged cheering.

The Entry into Bloemfontein.

Dense crowds followed Lord Roberts when he entered Bloemfontein, cheering lustily and singing "God save the Queen" with as much enthusiasm as any British crowd. President Steyn had vainly endeavoured to induce the residents of Bloemfontein to resist the British. According to his own brother, however, he had become quite a nonentity amongst the Free State soldiers who would long previously have submitted but for fear of the Transvaalers who threatened to turn their guns on Bloemfontein if the residents refused to fight.

Russian Praise.

The *Standard* says the Russian Attaché on Lord Roberts's staff has cabled to the Czar: "I am amazed at the energy in action and endurance of the British infantry. I need say no more."

The Stormberg Reverse.

A despatch from Lord Roberts on the Stormberg reverse has been gazetted. It attributes General Gatacre's failure to reliance on inaccurate information, the employment of too small a force, and the fatigue of the men after a night march. When it became evident that the guides of the leading column were wrong General Gatacre should have halted or fallen back on Moltene instead of risking the safety of the entire force. The following are additional names of those wounded at Driefontein:—Lieut. T. E. L. Wickham, 1st field battery; Captain L. J. E. B. Dyer, East Kent; and Major W. C. Giffard, Welsh Regiment.

Bloemfontein.

March 16th.
General Pretorius, who has been appointed military governor of Bloemfontein, has issued a proclamation requesting the burghers within ten miles to deliver up all arms on pain of confiscation of their property. It appears that the Transvaalers were furious at the people of Bloemfontein surrendering and threatened to bombard the town, hence the enthusiasm of the inhabitants on the arrival of Lord Roberts. Twenty-six locomotive engines and a considerable quantity of rolling stock were captured there. General Pole-Carew's forces travelling by railway. Though the railway bridge at Bellville is destroyed, the road bridge is intact through the gallantry of a party of the Cape Police who maintained a hot fire, thus preventing the Boers from approaching and blowing up the bridge. The main object of the converging columns now is to seize Springfontein Junction, thus securing access to Bloemfontein by all southern lines.

Boers Waiting to Surrender.

The Commission of Basutoland reports that 800 Boers from Bloemfontein and a further contingent from Allwal North are only awaiting the terms of the proclamation to surrender.

FOOT AND MOUTH DISEASE.

According to the *Straits Times* this disease seems to be on the increase at Singapore. That journal says it has been discovered at the following places:—Bukit Timah Road, Ballester Road, Mackenzie Road, Short Street, Mear Road, Serangoon Road, Sambawa Road, and Tanjong Pagar.

THE HUNDRED DAYS' SIEGE.

Now, soldiers, sing of *Mafeking*, and *Baden-Powell's* trafficking.
Girls, blow kisses to *Ulysses*! our gritty, witty, chaffy king!
For there's grave, grim grit at the heart of it,
When a man fights his death with his mother-wit.

Shouting "Forward to Pretoria!"
Shouting reverently "Victoria!"
Cannon thundering "Deo Gloria!"
Deo Libertatis Gloria!

"May we fetch *Bob* down from the Diamond Town?" but our Captain's brow wears a battle-frown.
Nay, when *Gronie* has nickered, eh? then in a week-and-a-day fashion he'll be succoured,
And he'll make things swim in the interim,
And *Bob* shan't waste a man on him!

"We can stay. So fire away!"
Shouting "Forward to Pretoria!"
Shouting reverently "Victoria!"
Cannon thundering "Deo Gloria!"
Deo Patientie Gloria!

For your missile, food and gristle, brave men thank you, Edward Cecil!
Midst the rattle of their battle-show, we'll hold our interim cattle-show!
First prize! Second prize.
For babies of the biggest size.
Shouting "Forward to Pretoria!"
Shouting reverently "Victoria!"
Cannon thundering "Deo Gloria!"
Deo Strenuorum Gloria!

But there's this *Ally* in our battle-joy, that they've mangled the women and killed the boys!
"Bury me, dad," said our dying lad, "where the Boers shan't find me; my back's so bad!"
And this, this riddled rag was our own White Flag!

They shall rue, we vow: for we know them
Shouting "Forward to Pretoria!"
Shouting fiercely now "Victoria!"
Cannon thundering "Deo Gloria!"
Deo Parvulorum Gloria!

And if we kill with a fiercer will than when *Sydney* died on *Talana Hill*,
Or that *Lytell* wist' oh, at *Monte Cristo*, or *Buller's* braves with their terrible fist oh,
'Tis because we must teach brave men that preach
There's no quarter for such, if they fight Double-Double.

Shouting "Forward to Pretoria!"
Shouting reverently "Victoria!"
Cannon thundering "Deo Gloria!"
Deo in Excelsis Gloria!

—*Pall Mall Gazette*.

SUDDEN DEATH OF A MARINE OFFICER.

Mr. John Kirkwood, chief engineer of the P. and O. steamer *Bengal*, which arrived at Colombo on the 28th ult. from China, fell dead near the steps of the Grand Oriental Hotel, during the afternoon, death being due to heart disease. The deceased, when on board earlier in the day, appeared to be in the best of health, and the news of his death came as a rude shock to many who had seen him an hour or two previous. Before Mr. Kirkwood joined the *Bengal*, he was an officer of the Company's steamer *India*, and was about two years ago promoted to the former vessel.

WAR OFFICE INCONGRUITY.

The Neptune Steam Navigation Company, Limited, Manchester, own two vessels—the *Ohio* and the *Remo*—which are suitable as troopships. According to the chairman of the company they tried hard to get one of the boats chartered by the War Office, and asked that a surveyor might be sent to Sunderland. But the War Office wanted the ships sent to London, for survey. As the cost of the surveyor's trip would be about £10 and of a boat's trip between £200 and £300, the negotiations for the moment failed. Eventually the *Ohio* was sent to London, and the War Office then declared she was too large. The *Remo* was then sent to London. This ship, said the War Office, was too small. And yet the *Ohio* and the *Remo* are sister ships!

MUSLIM FEELING IN THE PUNJAB.

The Allahabad *Pioneer's* correspondent, well placed to form a judgment, states that it is surprising how very strongly Muslim feeling is in favour of the British arms. Prayers for our success are so common, both in mosques and at private gatherings, as to excite no notice as being anything extraordinary. The Afghans in particular are keen to be employed "against the enemy," though they can have only the vaguest idea of the Boer and the country in which the fighting is taking place. It is sufficient for them that a huge British army is in the field, that battles are being fought almost daily, and that the war promises to be a long one. Malik Yar Mahomed Khan, Chief of the Malakwal section of the Afghans, wrote recently to Feshawar offering 3,000 picked volunteers for active service, and many trans-border men have told our officers that if Government could not send regular troops, they themselves could raise a number of tribesmen, all anxious to go to the war. There is no mistaking the feeling that is abroad: the warlike instincts of the Pathan clans have been stirred, and this time it is not against the British Raj, but against Her enemies. It is a healthy sign as showing that in the Khaibar districts at any rate the border campaign of 1897-98 has left no bad blood behind.

A FELONIOUS ARTICLE.

It is said that the refusal of 176 out of 414 of the Louth Militia Battalion of Royal Irish Rifles to go to the front, though almost all had previously volunteered, is due to an article in the *Dundalk Democrat*. In this article the Louth Militia are said to have volunteered by a mistake, and it is said that the people of Louth will approve if they refuse to go to be shot down, wounded, or taken prisoners, while English regiments are kept safely in the rear (sic), as they have been in the engagements in South Africa where there were no Irish or Scotch battalions to push into the front. Upon this dastardly article, a correspondent in the *Temple* sends us the following quotation as the fittest comment:—"Every one commits a felony, and is liable upon conviction to penal servitude for life, who maliciously and advisedly endeavours to seduce any person serving in Her Majesty's forces by sea or land from his duty and allegiance to Her Majesty."—*The Globe*.

THE QUEEN AND THE CANADIAN INDIANS.

The Redskins of our youth, the silent, implacable Indian who principally existed in Fenimore Cooper's imagination, has almost, if not wholly, died out. In his place, at least in British Columbia, is a man who is as other men are; full of loyalty and fond of whisky. Be he what he may, Siwash, Songheeh, Chilcat, or West Coast, the Indian cries death to the Boer, and would as lief strike a blow for the great White Mother as would any Roberts, Kitchener, or Buller. Not being able to go to South Africa, the Indians of the West Coast have added their small mite to the fund for the Absent-minded Beggar. The Queen has acknowledged their loyalty in her usual kindly way.

Captain Walbran, of Victoria, sent to her Majesty the other day an account of the loyalty of these Indians of the West Coast of Vancouver Island. They went to Mr. Daykin, keeper of the Carmanagh Lighthouse, and handed him a sum of over £10 in dollars from their meagre store. They said they heard of the great worth of Mr. Atkins, and they, like all other subjects of the great Queen, desired to aid the gentleman in khaki. The Queen was naturally pleased with this spontaneous show of devotion, and she has replied to Captain Walbran through her private secretary. The latter states that he is commanded by her Majesty to say that the Queen is gratified to hear of this proof of the loyalty and kindly good feeling of her Indian subjects of Canada. When the Indians get that message, which will be read to them in due form, they will more than ever be inclined to shout, "God Save the Queen!"—*P. M. Gazette*.

SHIPPING REPORTS.

Captain Young of the steamship *Kingsing*, from Singapore, reports:—Light and moderate breezes and clear weather from Singapore to Gap Rock, then dull cloudy with fresh breeze and rain to Hongkong.

Captain W. Passmore, of the steamship *Thales*, from Coast Ports, reports:—Taiwanfog to Amoy light N.E. breeze, smooth sea; and heavy weather. Amoy to Swatow moderate N.E. breeze, smooth sea, hazy, and dull. Swatow to port strong N.E. breeze, high sea, cloudy with heavy rain. Vessels in Swatow:—*Wauing, Kalgan*, and *Prosper*.

NOTANDA.

CALENDAR.

APRIL.
Meteorological means based on ten years' observations to 1893.

Barometer 30.059
Thermometer 62.0
Humidity 85.0
Rainfall 4.08

Clearances at the Harbour Office.

Hongkong, French str., for Haiphong.
Declina, German str., for Saigon.
Nanyang, German str., for Amoy.
Glasgow, British str., for Singapore.
Chunshan, British str., for Singapore.
Formosa, British str., for Swatow.

WEATHER REPORT.

WEATHER REPORT.	On date at 10 a.m.	On date at 4 p.m.
Barometer.....	29.94	29.87
Temperature.....	68	68
Humidity.....	91	85
Rainfall.....	0.01	

TO-DAY.

Tuesday, 3rd April, 1900.
Chinese—5th of 3rd moon of 26th year of Kwang-shi.
Sun—Rises 5hr. 53min.
Sets 6hr. 14min.
High water—Morning 6hr. 40min.
Afternoon 6hr. 12min.
Low water—Morning 6hr. 12min.
Afternoon 6hr. 27min.

ANNIVERSARIES.

1872—Antioch destroyed by earthquake; 16,000 lives lost.
1896—Great fire in Manila; between 4,000 and 5,000 houses destroyed.
1899—Capt. May assaulted by Chinese at Taipoo.

TO-MORROW.

Wednesday, 4th April, 1900.
Chinese—5th of 3rd moon of 26th year of Kwang-shi.
Sun—Rises 5hr. 52min.
Sets 6hr. 15min.
Noon—Max. Dec. N. 10hr. p.m.
High water—Morning 6hr. 35min.
Afternoon 6hr. 35min.
Low water—Morning 6hr. 35min.
Afternoon 7hr. 3min.

ANNIVERSARIES.

1774—Oliver Goldsmith died.
1857—Tang-chi, late Emperor of China, born.
1885—Protocol of peace between France and China signed at Paris.
1890—The Rev. T. A. Large murdered, at Tokyo, by Japanese burglars.
1891—Arrival of the Czarewicz and Princess George of Greece in Hongkong.
1896—Treaty between Germany and Japan signed at Berlin.
1897—Klondike gold discoveries reported.
1898—Stoppage of South Wales Coal industry 100,000 men idle.
1899—R. W. Fusiliers (200) ordered to Kowloon Hill and return the same day.

AGENDA.

TO-DAY.
Cargo ex *Glenfarg* subject to rent.
9 p.m.—Concert by Mr. Alex. Marsh in St. George's Hall.

TO-MORROW.
C. P. R. steamer *Empress of China* leaves for Victoria B. C. & C.
Noon—1. G. M. L. steamer *König Albert* leaves for Europe.
(About) N. L. steamer *Saxonia* leaves for Havre and Hamburg.

THURSDAY, 5th.

(About) S. T. Co's steamer *Looshtikken* leaves for New York via Suez Canal.
(About) P. & O. S. Co's steamer *Java* leaves for London & C.
C. N. steamer *Sungking* leaves for Manila.
Noon—O. & O. S. Co's steamer *Coptic* leaves for Honolulu & C.

FRIDAY, 6th.

p.m.—A. L. S. N. Co's steamer *Urano* leaves for Fiume and Trieste & C. (direct).
3 p.m.—D. S. Co's steamer *Lightning* leaves for Straits.
4 p.m.—Cargo ex *Dengal* subject to rent.

SATURDAY, 7th.

(About) D. & Co's steamer *Pathan* leaves for New York via Suez Canal.
2.30 p.m.—Public Auction sale of Household Furniture at "Dunottar" the Peak Residence of Mr. Newman Munford by Mr. Paul Brewitt.

MONDAY, 9th.

3 p.m.—Public sale of Crown Land at the Offices of the P. W. O. (Two Lots).
4 p.m.—N. Y. K. steamer *Tosa Maru* leaves for Victoria B. C. & C.
8.30 for 9 p.m.—Regular Meeting of the Victoria Priory at the Freemasons' Hall.

WEDNESDAY, 10th.

C. N. steamer *Nanchang* leaves for Tientsin.
Noon—C. N. steamer *Chingtu* leaves for Australian Ports.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*America Maru*) 5th inst.
German (*Prinz Heinrich*) 6th inst.
Tacoma (*Sikh*) 5th inst.
Indian (*Kunising*) 5th inst.
French (*Ernest Simons*) 9th inst.
American (*City of Peking*) 12th inst.
Canadian (*Empress of India*) 16th inst.
American (*Gaelic*) 20th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba..... at Kowloon Dock.
Tataros..... " "
H.M.S. Sandpiper..... " "
Taiyuan..... " "
Samsuit..... " "
D. Juan d'Austria..... " Cosmopolitan
Peyang..... " "
Hong Leong..... " Aberdeen

PASSED THE CANAL.

Outward—20th March—*Annam, Tanlatas, Shangtung, Trieste, Benarig, Oceanic, Alexander, Taurus*. 28th Mar.—*Indus, Stentor*.
Homeward March—Oldenburg. 27th March—*Wakasa Maru*.

Intimations.

GREEN ISLAND CEMENT CO., LD.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Company No. 9 Praya Central on Thursday, 12th April, 1900 at NOON, when the following Resolution will be proposed.

Should the Resolution be passed by the required majority, it will be submitted for confirmation as a Special Resolution at a Second Extraordinary General Meeting which will be subsequently convened.

RESOLUTION.

"That the Capital of the Company be increased to \$1,000,000 by the creation and issue of 50,000 New Shares of \$10.00 each fully paid up."

SHEWAN, TOMES & CO. General Managers.

Hongkong, 31st March, 1900. [431b]

NOTE.—Shareholders on the Register on the 10th April, 1900 will be entitled upon application made on or before the 31st May, 1900 and upon payment of \$10 for every share applied for to one New Share for every old share standing in their respective names.

Should any share be not applied for on or before the 31st July, 1900 the General Managers will deal with such shares as they may think fit.

Shares applied for between the 31st May and the 31st July will be subject to interest at \$12 1/2 per annum.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED will be held at the Company's Office, No. 2, Connaught Road, Victoria, Hongkong, on WEDNESDAY, the 18th day of April, 1900, at 12.15 o'clock in the afternoon when the SUBJOINED RESOLUTIONS will be proposed.

Should the said Resolutions be passed by the required majority they will be submitted for confirmation as SPECIAL RESOLUTIONS to a SECOND EXTRAORDINARY MEETING which will be subsequently convened.

1.—That the Capital of the Company be increased from \$1,000,000 to \$1,500,000 by the creation of 10,000 New Shares of \$50 each.

2.—That such New Shares be issued at a Premium of \$25 per Share and be allotted to the Shareholders of the Company in the proportion of One New Share for every Two Shares now held by them.

3.—That the Amount due for the New Shares be called up as follows, viz:—

\$50 per Share on the 1st July, 1900, to rank for Six months; Dividend out of the Profits of the Year 1900, and the remaining \$25 per Share on the 1st October, 1900.

Dated the 29th March, 1900.

By Order of the Board.

EDWARD OSBORNE, Secretary.

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of THE HONGKONG HOTEL COMPANY, LIMITED, will be held at the Company's Hotel on TUESDAY, the 24th April, 1900, at 12 O'clock (NOON), when the Subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the 27th day of March, 1900, will be submitted for confirmation as a special resolution.

"That the new regulations already approved by this meeting, and for the purpose of 'identification' submitted by the Chairman 'thereof' be, and the same are, hereby approved, and that such regulations be, and the same are, hereby adopted as the regulations of the Company to the exclusion of all the existing 'regulations thereof.'"

A copy of the proposed new regulations may be seen at the Company's Office, and can be obtained by application to the Under-Signed.

Dated Hongkong, the 2nd day of April, 1900.

By Order of the Board.

G. MOONEY, Secretary.

Hongkong, 2nd April, 1900. [430b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-Seventh day of March, 1900, the following RESOLUTION were passed.

1.—That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March instant, and since duly registered, the Sum of \$1,250,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next to the Credit of Capital Account, each Share being credited with a Sum of \$25 as paid up thereon in addition to the Sum of \$50 now standing to the credit of each Share.

2.—That the Balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a CALL be and is hereby made of \$25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the Rate of \$12 per cent. per Annum, upon all Calls remaining Unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board.

A. SHELTON HOOPER, Secretary.

Hongkong, 27th March, 1900. [403b]

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

NOTICE is hereby given that the SECOND INSTALLMENT of \$5 per Share in respect of the 50,000 New Shares has been called up and Holders of such Shares who have not already paid this Installment are requested to PAY the Amount of such CALL to the Undersigned at the OFFICE of the Company, No. 9, Praya Central, on or before the 30th April, 1900.

Dated the 27th March, 1900.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 27th March, 1900. [407b]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, on SATURDAY, the 7th April, 1900, Commencing at 2.30 P.M., At "DUNOTTAR," THE PEAK RESIDENCE, OF MR. NEWMAN MUMFORD, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE.

Comprising:—

FINE DRAWING ROOM SUITE, SIDE TABLES, OVERMANIFLES, SCREENS, COUCHES, EXTENSION DINING TABLE, CHAIRS, SIDEBOARD, WHATNOTS, BRASS FENDERS and IRONS, WARDROBES, WASHING STANDS, TEAK and CAMPHORWOOD CHESTS of DRAWERS, TOILET TABLES with Glass, BEDSTEADS with Spring Mattresses, CHILD'S IRON COT, CUTLERY, ORNAMENTS, DINNER SET, FRUIT SETS, GLASSWARE, KITCHEN STOVE, FITTURES, Several FINE CARPETS, &c., &c.

Also:—

1. All Brass Double BEDSTEAD with Spring and Hair Mattresses, PILLOWS, MOSQUITO CURTAINS, VALENCES—Complete.

Several FINE OIL PAINTINGS and EXQUISITE WATERCOLORS.

A Large Quantity of PLANTS in Pots and Several FLOWER STANDS.

Several GARDEN SEATS and Some Large WOODEN FLOWER TUBS.

One COTTAGE PIANO, by Rachals & Co., in Good Order.

One Lady's BICYCLE.

One SINGER SEWING MACHINE, latest style and nearly new.

On View from WEDNESDAY, the 4th April. Catalogues can be had from that Date either at the House or from the Undersigned.

TERMS OF SALE:—As customary.

PAUL BREWITT, Auctioneer.

Hongkong, 31st March, 1900. [415b]

GOVERNMENT NOTIFICATION.

No. 127.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,

the 9th day of April, 1900, at 3.00 P.M., are published for general information.

By Command,

F. H. MAY, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 24th March, 1900. [427b]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 9th day of April, 1900, at 1.00 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Wanchai Road, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale. Registry No. Boundary Measurements. Contents in Square Feet. Annual Rent. Upset Price.

1. Wanchai Road. 2. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

2. Wanchai Road. 3. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

3. Wanchai Road. 4. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

4. Wanchai Road. 5. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

5. Wanchai Road. 6. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

6. Wanchai Road. 7. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

7. Wanchai Road. 8. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

8. Wanchai Road. 9. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

9. Wanchai Road. 10. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

10. Wanchai Road. 11. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

11. Wanchai Road. 12. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

12. Wanchai Road. 13. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

13. Wanchai Road. 14. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

14. Wanchai Road. 15. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

15. Wanchai Road. 16. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

16. Wanchai Road. 17. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

17. Wanchai Road. 18. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

18. Wanchai Road. 19. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

19. Wanchai Road. 20. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

20. Wanchai Road. 21. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

21. Wanchai Road. 22. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

22. Wanchai Road. 23. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

23. Wanchai Road. 24. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

24. Wanchai Road. 25. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

25. Wanchai Road. 26. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

26. Wanchai Road. 27. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

27. Wanchai Road. 28. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

28. Wanchai Road. 29. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

29. Wanchai Road. 30. 100 x 60 ft. 6,600 sq. ft. \$50.00 \$250.00

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*Tosa Maru	VICTORIA, B.C. and SEATTLE, U.S.A., via MOI, KORE & YOKOJAMA	MONDAY, 6th April, at 4 P.M.
Kawachi Maru	MARSEILLE, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 13th April, at Daylight.
*Kinshiro Maru	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KORE and YOKOHAMA	THURSDAY, 21st April, at 4 P.M.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 31st March, 1900. [6]

NORDEUTSCHER

LYDD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAXONIA	HAVRE and HAMBURG.	4th April.
*Heidelberg	(LONDON with transhipment in HAMBURG.)	About 12th April.
Zacharie	HAVRE and HAMBURG.	April.
*Sibiria	(LONDON with transhipment in HAMBURG.)	About 20th April.
Braun	HAVRE and HAMBURG.	April.
SERBIA	(LONDON with transhipment in HAMBURG.)	About 3th May.
Sachs	HAVRE and HAMBURG.	May.
*Königsberg	(LONDON with transhipment in HAMBURG.)	About 12th May.
Christiansen	HAVRE and HAMBURG.	May.

*These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 14th April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 8th May, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 31st May, at Noon.

THE Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 20th March, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st April, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th May, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th June, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 21st April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

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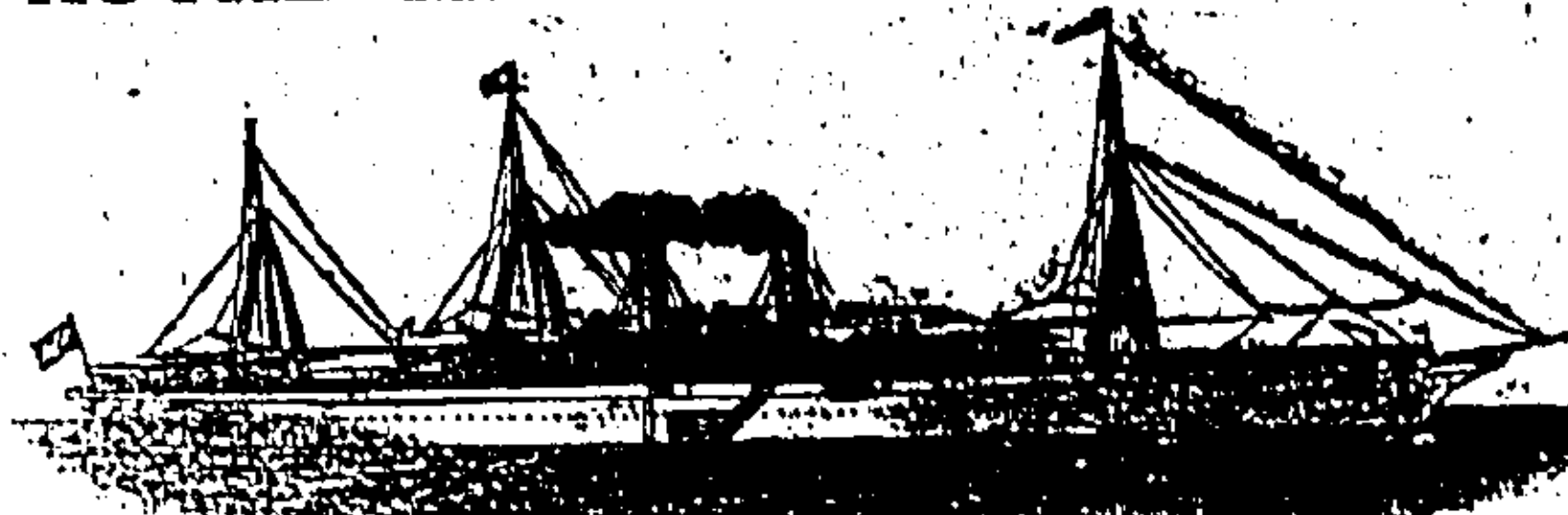
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 27th March, 1900. [1]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 4th April.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th April.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 16th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC COAST TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced

CRONJE'S SURRENDER.

VISIT TO THE BOER LAAGER.

A DREAFFUL SCENE.

PAARDEBERG, Tuesday.

To-day, the anniversary of Majuba, Lord Roberts wrote the greatest success of the war. General Cronje, one of the most redoubtable of the Boer chiefs, is now drinking coffee in the hospitable tent of the Commander-in-Chief, while 3,000 of his followers are resting on the flat plain where on the 18th the Highlanders suffered so severely. Cronje's magnificent defence was always hopeless, but it deserves to rank highly in military annals. Surrounded by our troops, bombarded by heavy artillery, and subjected daily to the deadly rifle fire, he still held his own until he recognized the impossibility of saving the forces.

I have just returned from a complete survey of the Boer position. One's chin would rise at the whole thing is how it was possible for the Boers to live in the tightest trench which prevailed. Every ten paces lay dead horses, mules and cattle, polluting the air. The river is now swollen, and collected in every little shallow are heaps of swollen carcasses of animals. The condition of the whole laager and trenches was too frightful for description.

Approaching the laager on the north bank of the river I first came across our trenches, which were admirably constructed. It had been our habit each night to advance from fifty to a hundred yards, and then quickly dig a trench, which enabled us to keep up a heavy fire during the day. The last three nights brought us to almost within pistol-shot of the Boer rear trenches. Last night the Canadians dashed forward and began digging trenches only thirty yards from the nearest Boers, who poured a murderous fire into them. The Canadians fell flat on their stomachs and returned the fire. While part of the number, with the Gordons, extended into the trench, kept up a heavy fire, considerably affecting the strength and courage of the Boer fire. This lasted some twenty minutes. The fighting took place in complete darkness, though the stars shone brightly. At last the Canadians rushed forward, but before the enemy had left their position and occupied the end of the trenches, into which they poured an enfilading fire.

Yesterday's heavy bombardment and the use of the six-inch howitzers firing Lyddite forced Cronje's hand, and he was obliged to surrender. The wide river bank on both sides is honey-combed with trenches, but such trenches have never been before in warfare. They are really underground dwellings, and perfectly secure unless a shell is dropped into the opening from above. Straight trajectory missiles were, therefore, bound to fail to reach them.

I was the first correspondent to visit the Boer laager before the arrival of the guard to take away the prisoners. The enemy were lying or sitting in groups about the camp. Their faces were haggard and worn. Nearly all were crying out for a drop of spirits. The laager had been practically destroyed. In every corner were the remains of the fires at which the Boers had made their morning coffee. Joy that the end of the dreadful siege was come was writ large in every face and in every gesture. Men laughed and joked on all sides, and hoped they would soon get a drink of whisky.

Nearly all the Free States spoke English. They had not a thought about the ultimate result of the war, not a word about fighting for their liberty. All was forgotten in the joy of present deliverance. "One man shaking his fist in the direction of Cronje, exclaimed, 'You hard man! You deserve to be shot.' There were several women and children among the beleaguered. I am glad to say that not a single one was injured, with the exception of a girl, who was wounded in the finger-tip.

I witnessed the parting between several men and their wives and sisters. It was heartrending. Both women and men were crying bitterly. Several of the Boers were youths ranging from sixteen to eighteen years of age. The majority were Transvaalers, who appeared to have lost their former truculence of demeanour.

The completeness of day's capture is the more singular in view of the determined character of the enemy. At the very least it was thought they would destroy their guns, ammunition, and rifles, before surrendering, but the only injured weapons are the Vickers-maxims, which had been struck by our shells. Three British officers and nine soldiers were prisoners in the laager during the siege. "They state that the bombardment was of the most terrible character. All of them were provided with deep holes wherein to shelter, and they were kindly treated in every respect. Some of the Boer prisoners asked me anxiously whether Bloemfontein was in our possession. They criticized Cronje's generalship, saying that he was an excellent kopje defender but no general on level ground.

When the order came for the prisoners to cross the river to our camp a most extraordinary scene ensued. Each man took all he could carry, pots pans, blankets, &c., and threw his rifle on to one of two heaps, which gradually increased to huge proportions. The drift, owing to the heavy rains, was much swollen, and it was necessary for the prisoners to take off their trousers to cross. The whole scene gave one the impression of a frolic rather than an act in the grim drama of warfare. Men laughed and splashed water at each other in crossing, and appeared to look upon the whole surrender as a huge joke, but among the crowd were visible the stern faces of a few who looked with disfavour upon the careless merriment of their comrades.

At the time of writing the prisoners are coming in. Their numbers have not yet been reckoned, and it is impossible to give the exact figures.—*Reuters Special Service.*

A TIGER STORY.

Land and Water gives an illustration of a 12-bore shot-gun, the barrel of which was recently bitten through by a tiger. The *Pioneer* tells the story—

Captain H. C. Vaughan Harrison, R.A., was out after game in jungle near Newa, in the Khandwa district, when he accidentally came across a tiger asleep in a nullah. He fired at the animal, and although the bullet was beautifully aimed behind the shoulder, he did not succeed in disabling the tiger, as the bullet was a hollow one and broke up without penetrating sufficiently to do much harm. The tiger limped off into the jungle, but as it was rather late Captain Harrison did not follow him, but returned to camp, where he met Lieutenant A. R. Bayly, R.A., who was sharing his encampment, to whom he told his story. Next day both officers went after "stripes" and found him in a patch of grass, which they fired, but without dislodging him, as he took refuge in a small portion that did burn. They sent a baster up a tree to look for him, and the noise this man made in climbing the tree alarmed the tiger, who charged out and went straight for Lieutenant A. R. Bayly, who was less than 15 yards off. Mr. Bayly fired one barrel which hit but did not stop him, and on pulling the other trigger he got a miss-fire.

The tiger sprang at him and Mr. Bayly sprang to one side thrusting out his gun, which the tiger seized in his jaws, and made his teeth meet in the barrel. Luckily, he was unable to withdraw his teeth, so Mr. Bayly hung on to the gun till Captain Harrison came up and shot the tiger. In falling he dragged the gun out of Mr. Bayly's hands and the stock in

striking the ground broke off the teeth which were embedded in the barrel. He was 8 feet 10 inches long.

MR. CECIL RHODES ON THE WAR.

Mr. Cecil Rhodes, presiding at a meeting of the De Beers Company, on February 24th, delivered a remarkable speech, which was received with enthusiasm. After announcing that the year's profits of the De Beers Company amounted to £2,000,000, he spoke of the Chartered Company's transactions with the De Beers, and said that the shareholders were divided into two classes—imaginative and unimaginative. The latter, he said, passed their lives filling moneybags that are dissipated by their offspring on wine, women, and horses. To the latter class, of course, the transaction with the Chartered Company had closed satisfactorily, as the De Beers Company owned all the diamonds wherever its charter existed. To the imaginative he drew an eloquent picture of these mines 100 years hence, as mirroring European civilization in the Far South.

Speaking of the war, he considered it a puzzle why it had arisen. The Transvaal and the Free State were not republics, he declared, but oligarchies, and had been long conspiring to seize British South Africa. Each government was simply a small political gang, who humbugged the poor Dutchmen, appealing to their patriotism and dividing the spoils among their coteries. The Afrikaner had been working twenty years for independence. He said that former President Reitz of the Orange Free State had years ago avowed that his only ambition in life was to drive England out of Africa.

After showing how Kimberley had been defended by citizens, of whom 120 had been killed or wounded, and thanking General French for his gallant ride, Rhodes closed brilliantly, asserting: "We have done our duty in preserving and protecting the greatest commercial association in the world—Her Majesty's flag."

THE RUSSIAN GENERAL STAFF.

Three times every year the Russian General Staff at St. Petersburg prepares a register of the Generals of the army, listing them according to seniority. A St. Petersburg dispatch of the 17th ult. says that, according to the last register, the whole number of Generals of the Imperial army is 1,248. The ages of these officers range from 40 to 89 years, and of the number 100 are full Generals, 365 are Lieutenant-Generals and 212 are Major-Generals. The Generals receive in salaries an aggregate of 7,000,000 roubles a year. Of the full Generals three are Field Marshal-Generals, and thirty-seven are aides-de-camp, of whom four are foreigners, but notwithstanding this fact, hold this high rank and are attached to the household of His Imperial Majesty.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE UNDERSIGNED AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1895. [30]

To be Let.

TO LET.

"HARFORD" MAGAZINE GAP.

GROUND FLOOR, 52, PEARL STREET. "THE RETREAT"—MOUNT KELLET. GODOWNS.—Nos. 80a and 82, PRAYA EAST.

5, RIFON TERRACE.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 23rd March, 1900. [17]

TO LET.

"THE EYRIE" PEAK, A LARGE FAMILY HOUSE, furnished, Verandahs, enclosed, Garden and Tennis Courts.

apply to E. R. BELLIOS.

Hongkong, 2nd April, 1900. [43b]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL,"

FROM BOMBAY, COLOMBO AND

TRAPAT.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Australia* and*Egypt*.From Australia, ex S.S. *Oranien*.From Persia, Gulf, &c. S.S. *Pachumbra*.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 6th April, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 29th March, 1900. [5]

EYE-SIGHT.

Mr. N. LAZARUS,

Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at

BREWER & CO.,

(Under the HONGKONG HOTEL).

Business Hours 9 A.M. to 5 P.M.

A great proportion of catarrhs and diseases affecting the eye, advancing in life occur to those having some deficiency in the construction of the eyes,—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together, any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

[34b]

Intimations.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 362 for TEN SHARES of this Company, numbered 7165 to 7174, and dated the 20th May, 1893, in the name of FUNG WA CHUN, of Hongkong, having been LOST, a New Scrip for the same will be issued after One month from the Date hereof, and the Original Scrip will be considered by the Company as Null and Void, and all persons are hereby warned against accepting or negotiating the same.

By Order,

C. MOONEY,

Hongkong, 30th March, 1900. [412b]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 240 for 15 SHARES of the Company, numbered 2891/28918, in the name of PAUL JORDAN, Esquire, of Hongkong, having been LOST, a New Scrip for the same will be issued after One month from the Date hereof, and the Original Scrip will be considered by the Company as Null and Void, and all persons are hereby warned against accepting or negotiating the same.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 29th March, 1900. [409b]

NIPPON YUSEN KAISHA.

NOTICE OF REMOVAL.

THE OFFICES of this Company have this Day been TRANSFERRED from No. 7, PRAYA CENTRAL to PRINCE'S BUILDING (1st Floor), CHATER ROAD.

JIRO ITAMI,

Acting Manager.

Hongkong, 26th March, 1900. [392b]

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHTIENS GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896. [38]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK

MAKERS, JEWELLERS, SILVER

SMITHS, and OPTICIANS.

CHARTS AND BOOKS.

Sole Agents for Leica Audemars' Watches

warded the highest Prize at every Exhibition;

and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,

MARINE GLASSES and SPYGLASSES.

Nos. 54 & 56, Queen's Road Central. [41]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-

LERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated

CLEMENT, HUMBER and GLADIATOR Co., LD.,

DUNLOP TYRES' BICYCLES—PRICE, \$160.

A special reliable Watch made for this Climate.

Quality A.....\$16

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Watson's Building.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy,

as employed in the Continental Hospitals by

Ricord, Rostan, Jobert, Velpeau, and others,

combines all the desiderata to be sought in a

medicine of the kind, and surpasses everything

hitherto employed.

THERAPION No. 1, in a few days only,

removes all discharges from the urinary organs,

effectually superseding injections, the use of

which does irreparable harm by laying the

foundation of stricture and other serious dis-

eases. In dysentery, piles, irritation of the

lower bowel, cough, bronchitis, asthma, and

some of the more trying complaints of this

kind, it will be found astonishingly efficacious

affording prompt relief where other well-tried

remedies have been powerless.

THERAPION No. 2, for impurity of the

blood, scurvy, pimples, spots, blotches, pains

and swellings of the joints, secondary sym-

ptoms, disease of the bone, sore throat, and all

diseases for which it has been too much a

fashion to employ mercury, sarsaparilla, &c., to

the destruction of the sufferer's teeth and ruin

of health. This preparation purifies the whole

system through the blood, and thoroughly

eliminates every poisonous matter from the

body.

THERAPION No. 3, for nervous exhaustion,

waste of vitality, and all the distressing con-

sequences arising from early error, excess,

residence in hot unhealthy climates, &c. It

possesses surprising power in restoring strength

and vigour to the debilitated.

THERAPION may be procured of the principal

Chemists and Merchants throughout the

world. Price in England 2/6 and 4/6. In order-

ing, the purchaser should state which of the

three numbers he requires, and observe that the

word "THERAPION" appears on the Government

Stamp (in white letters on a red ground)

affixed to every genuine package by order of

Her Majesty's Hon. Commissioners, and with-

out which it is a forgery.

Sold by A. S. WATSON & Co., Limited,

Hongkong, China and Manila. [46]

DART LOONG.

LADIES' DRAPERS, OUTFITTERS AND

TAILORS.

51 & 53, WELLINGTON STREET.

LATEST STYLES in Ladies' Dress Materi-

als direct from Manufacturers.

The Ladies' Tailoring Department is on the

Premises and under the Superintendence of

YUEN LEE.

Hongkong, 14th March, 1900. [339b]

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of

more than average length.

ELECTRIC SUPPLIES OF EVERY DES-

CRPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS.

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical

work.

Trained Mechanicians sent to Out-Ports to fit

up Installations if required.

NOTE ADDRESS—13, PRAYA CENTRAL.

For full particulars &c., &c.,

Apply to

W. STUART HARRISON,

Manager.

Hongkong, 18th January, 1893. [40]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Office—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG and all Ports in JAPAN.

Agencies—

Mitsui Coal Mines.

Kobe Coal Mines.

Yoshimoto Coal Mines.

Ohnoura Coal Mines.

No. 1, Ohtsuj Coal Mines.

Ichimura Coal Mines.

Kishima Coal Mines.

Yoshio Coal Mines.

Yamano Coal Mines.

Manoura Coal Mines.

The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Kanagawachi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Mitsui Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

MITSUI BUSSAN KAISHA,

Intimations.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

FIRE, MARINE AND TYPHOON.

Capital \$25,000,000.
Total Assets exceed \$45,000,000.
Total Annual Income exceed \$10,000,000.

THE OFFICES OF THE HONGKONG BRANCH OF THE ABOVE COMPANY HAVE THIS DAY BEEN REMOVED TO NO. 7, DES VIGUEUX ROAD, CENTRAL, (late Praya Central), First floor, lately occupied by the NIPPON YUSEN KAISHA.

W. H. T. DAVIS,
Local Manager.

Hongkong, 31st March, 1900. [420b]

ANNUAL CHEAP SALE.

FINE JAPANESE GOODS,
during 20 Days only, com-
mencing from 25th March.

D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 26th March, 1900. [41]

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE-HOUSE, IN
Ice-House Road.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September 1898. [40]

VISITORS AT THE HONGKONG HOTEL.

Achard, Mr. G. H. Marsh, Mr. Alice
Ailken, Mr. J. H. Mason, Mr. H. B.
Angus, Mrs. John Mayston, Mr. J. Y.
Anthony, Mr. J. McGrath, Mr. G. H.
Bailey, Mr. W. S. McCauley, Mr. M. B.
Banister, Rev. H. M. McCleod, Mr. & Mrs. E.
Banister, Miss Meser, Mr. T. S.
Barber, Mr. J. N. Mitchell, Mrs. N.
Best, Mr. C. H. Müller, Mr. N.
Black, Mr. F. W. Montgomerie, Mrs. and
Black, Mr. S. mail
Blackburn, Com. R. N. Munro, Mr. W.
Bond, Mr. and Mrs. G. Murphy, Mr. E. O.
Brooks, Mrs. Neirup, Mr. Van
Burgdorff, Mr. T. F. Newson, Mr. F. W.
Butler, Mr. and Mrs. O'Neill, Mr. J. J.
A. H. Parry, Mr. W.
Butler, Miss B. Parry, Mr. R. C.
Cantile, Dr. and Mrs. Parry, Mr. R. C.
F. H. Paton, Mr. J. W.
Carter, Mr. H. B. Picher, Rev. and Miss.
Clark, Dr. and Mrs. F. W. and children
Cohn, Mr. F. T. Post, Mr. N.
Dawson, Comdr. Pretzner, Mr. G. A.
Deane, Mr. P. C. Rasmussen, Mr. and
Donald, Mr. A. Mrs.
Drum, Miss Redraga, Mr. S.
Erlingsson, Mr. W. Reeves, Mr.
Glendinning, Mr. H. Richardson, Mr. G. E.
Goldard, Capt. Hobson, Mr. S. J.
Goldammer, Mr. Hobson, Mr. S. J.
Graf, Mr. Otto Ryan, R.A.M.C., Lt.
Graham, Mr. and Mrs. Col.
W. D. Sergeant, Mr. H. W.
Griffin, Major Shankland, Miss
Haas, Mr. H. H. Sharp, Mr. & Mrs. E. H.
Hall, Mr. R. J. Sias, Mr. and Mrs. C.
Hasegawa, Mr. K. Siepen, Mr. H.
Helskell, Mr. M. O. Simmins, Mr. H.
Henderson, Mr. & Mrs. Singh, Princesses D.
Henderson, Miss and maid
Henry, Mr. M. Smiley, Mr. A. J.
Henry, Miss Hamilton Speck, Mr. W.
Hodge, Mr. C. E. Sperry, Mr. and Mrs.
Hoejick, Mr. B. G. H.
Holliday, Mrs. Sperry, Master F.
Howard, Mr. T. Stacy, Mr. S. H.
Innes, Mrs. W. Stevens, Miss
Jacobs, Mr. F. A. Stewart, Mr. E. H.
Jenkins, Mr. J. H. Stinnes, Dr.
Jefferys, Major & Mrs. Suyanaga, Mr. G.
Jensen, Mr. N. A. Thomsen, Mr. W. J.
Joseph, Mr. and Mrs. Vaughan, Mr. H. S.
E. S. Vernal, Mr. L. J.
Journain, Mr. G. B. Waghorn, Mr. G.
Jasch, Mr. E. A. Waldow, Mr. R.
Keogh, Mr. W. E. Warfield, Mr. and Mrs.
Kingham, Mr. Warner, Mrs. and Miss
Lamie, Mrs. J. E. Werling, Mr.
Lara, Mr. F. Wheeler, Mr. E. S.
Leggatt, Mr. E. C. Whitley, Mr. & Mrs. W.
Lever, Mr. J. D. and Whitley, Miss
valet Whitley, Mr. W. J. G.
Lewy, Mr. L. A. Williams, Mr. and Mrs.
Lilbun, Mr. Williams, Mr. & Mrs. J.
Lund, Mr. K. F. Williams, Mr. C. J.
MacGowan, Mr. R. J. Williams, Miss
Macmillan, Mr. A. C. Zuniga, Mr. J. M. de
Marshall, Mr. P.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. Andrew Inchbald, Mr. Chantrey
Brayne, Mr. H. F. R. Jeffries, Mr. H. U.
Brown, Colonel John, Major G. R. St.
Bull, Mr. Ch. Kofod, Capt. F.
Burr, Mr. P. Lee, Mr. J. J.
Campbell, Mr. J. G. D. Martin, Mr. R.
Carr, Mr. Arthur R. Mackie, Mr. C. Gordon
Carrington, Sir John W. Mitchell, Mr. R.
Dann, Mr. G. H. Morris, Major & Mrs.
Dreze, Mr. F. J. Haver Newall, Mr. Stuart G.
Eckel, Mr. J. S. O'Gorman, Madame
Forbes, Mr. A. Pollock, Hon. H. E.
Fraser, Lt. Col. A. R. Prynn, Capt. H. V.
Gompertz, Mr. H. H. Reilly, Major O. W.
Gorgas, Colonel E. H. Rickmers, Mr. Paul
Graham, Mr. D. M. Sinclair, Mr. A. P.
Gros, Mr. Edward Stokes, Mr. A. P.
Griffith, Mr. F. D. Thomson, Mr. O. D.
Hays, Mr. J. Wardwell, Misses (2)
Hinderkroper, Mr. Wardwell, Miss
Hofmann, Mr. Wheeler, Mr. G. H.

CRAIGHURN.
Filton, Mr. W. A. Johnson, Rev. F. T.
Filton, Mrs. and 2 Johnson, Mr. R. F.
daughters Volpicelli, Consul
Flynn, R.N. Rev. F. Volpicelli, Madame

LATEST QUOTATIONS.

Hongkong, 3rd April.

New Patna 995 per chest.
New Benares 995
Old Benares 995
New Malwa 920 per picul.
Old Malwa 930
Porewa, purest 870/880

The Share Market.

LATEST QUOTATIONS.

(April 3rd.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation, Ltd.	\$125	318 1/2 premium
The Bank of China & Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited—(Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	\$28 1/2
Do. Founders—	£ 1	\$20
Marine Insurances.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$235
China Traders' Ins. Co., Ltd.	\$ 25	\$54
North China Ins. Co., Ltd.	£ 25	Tls. 170
Yangtze Ins. Assoc. Ltd.	\$ 60	\$135
Canton Ins. Office, Ltd.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$290
China Fire Ins. Co., Ltd.	\$ 20	\$80
Shipping.		
Hongkong, Canton, & Amoy Steamship Co., Limited	\$ 15	\$30
Indo-China Steam Navigation Co., Ltd.	£ 10	\$91
China & Manila S.S. Co., Ltd.	\$ 50	\$100
Douglas Steamship Co., Ltd.	\$ 50	\$51
China Mutual S. N. Co., Ltd.—(Pref.)	£ 10	£10.10 buyers
China Mutual S. N. Co., Ltd.—(Ord.)	£ 10	£10.10
China Mutual S. N. Co., Ltd.—(Ord.)	£ 5	\$5
Star Ferry Co., Ltd.—"Shell" Transport & Trading Co., Ltd.	£ 100	£260
Refineries.		
China Sugar Refining Co., Ltd.	\$ 100	\$130
Luncheon Refining Co., Ltd.	\$ 100	\$47
Mining.		
Panji Mining Co., Ltd.	\$ 7	\$7.90
Panji Mining Co., Ltd.—Preference Shares	\$ 1	\$1.40
Société Française des Charbonnages du Tonkin	Fcs. 250	\$320
Yunnan Mining Co., Ltd.	25 cts.	\$2.20
Yunnan Mining Co., Ltd.—Preference Shares	\$ 5	\$13
Ranch Allam Gold Mining Co., Ltd.	155. 10d.	\$60
Oliver's Freehold Mines, Ltd. A.	\$ 5	\$5.75
Oliver's Freehold Mines, Ltd. B.	\$ 40	\$4.80
Oliver's Freehold Mines, Ltd. C.	\$ 5	\$0.80
Do. (Preference)	\$ 1	\$0.40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	310 1/2 prem.
Hongkong & Whampoa Dock Co., Ltd.—Preference Shares	\$ 50	\$84
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$46
New Amoy Dock Co., Ltd.	\$ 64	\$22
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$0.60
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$127
Kowloon Land and Building Co., Ltd.	\$ 30	\$26
West Point Building Co., Ltd.	\$ 50	\$48
Hongkong Hotel Co., Ltd.	\$ 50	\$122 ex div.
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$0.85
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$361
Evo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 70
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 73
Lan-kung-mow Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 71
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 400
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 57
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$29 ex div.
China-Berco Co., Ltd.	\$ 15	\$17 1/2
A. S. Watson & Co., Limited	\$ 10	\$16 1/2
Watkins, Limited	\$ 10	\$10.70
Hongkong Electric Co., Limited	\$ 10	\$12.50
Hongkong Electric Co., Limited	\$ 2	\$2.25
Hongkong and China Gas Co., Ltd.	£ 10	\$135
Hongkong Ropa Manufacturing Co., Ltd.	\$ 50	\$325
Geo. Fenwick & Co., Ltd.	\$ 25	\$48
H'kong Ice Co., Ltd.	\$ 25	\$165 1/2
H'kong High-Level Tramways Co., Ltd.	\$100	\$160
Dairy Farm Co., Ltd.	\$ 6	\$6
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 buyers
Campbell, Moore & Co., Ltd.	\$ 10	\$16
Bell's Asbestos Eastern Agency, Ltd.	£ 1	£1 nominal
United Asbestos Oriental Agency, Ltd.	\$ 4	\$5 1/2
United Asbestos Oriental Agency, Ltd.	\$ 10	\$11
Carmichael & Co., Ltd.	\$ 20	\$8
Tebrau Planting Co., Ltd.	\$ 5	\$5
Tebrau Planting Co., Ltd.	\$ 4	\$4

BENJAMIN, KELLY & POTTS,
Share Brokers.
Telegraph Address—"Rialto."
Telephone No. 148.

EXCHANGE.

Hongkong, 3rd April.

IN LONDON. Telegraphic Transfer 1/11 1/2
Bank Bills, on demand 1/11 7/16
Credits, 4 months' sight 1/11 1/2
ON BRUSSELS (demand) M. 200
ON PARIS. Bank Bills, on demand 2/46
Credits, 4 months' sight 2/50
ON NEW YORK. Bank Bills, on demand 47 1/2
Credits, 30 days' sight 48 1/2
ON SHANGHAI. Telegraphic Transfer 71 1/2
Credits, 30 days' sight 72 1/2 nom.
ON YOKOHAMA. T.T. 33 per cent. prem.
Sovereigns, Bank's Buying Rate \$10.16
Gold Leaf 100 touch, per tael \$3.15
Bar Silver 27 1/2
Dollars 2 1/2 per cent. prem.

VESSELS IN PORT.

Steamers.

AMARA, British steamer, 1,523 J. C. Matlock, 29th Mar.—Saigon 25th Mar. Rice and Paddy.—Jardine, Matheson & Co.
BENVENUE, British steamer, 1,467 J. Porter, 2nd April.—Saigon 29th Mar. Rice.—Gibb, Livingston & Co.
BROAD MAYNE, British steamer, 1,500 H. A. Keyes, 1st April.—Pulo Samboi 23rd Mar. Kerosine.—Meyer & Co.
CHWINSKA, British steamer, 1,284 J. F. Messer, 23rd Mar.—Koh-si-chang 15th Mar. Rice.—Bradley & Co.
CITY OF LONDON, British steamer, 2,056 Scroff, 2nd Mar.—Saigon 17th Mar. Rice.—Dodwell & Co., Ltd.
COPTIC, British steamer, 2,744 J. C. Rinder, R.N.R., 27th Mar.—San Francisco 27th Feb. and Shanghai 25th Mar. Mails and General.—O & S S. S. Co.
EMPEROR OF RUSSIA, British steamer, 3,003 R. Archibald, R.N.R., 21st Mar.—Vancouver, B.C. 27th Feb. and Shanghai 18th Mar. Mails and General.—C. P. R. Co.
FORMOSA, British steamer, 674 J. T. Douglas, 1st April.—Tamsui and Amoy 31st Mar. Ballast.—Douglas, Lipnack & Co.
GLAUCUS, British steamer, 3,599 J. Bawise, 2nd April.—Amoy 21st April. General.—Butterfield & Swire.
HERMES, Norwegian steamer, 849 J. C. Jensen, 31st Mar.—Hongay 27th Mar. Coal.—Jardine, Matheson & Co.
HUE, French steamer, 704 P. Merlees, 2nd April.—Haiphong and Heioh 1st April. General.—A. R. Marty.
JACOB DIEDERICHSEN, German steamer, 632 J. Bruha, 17th Mar.—Haiphong and Heioh 16th Mar. Rice.—Jensen & Co.
KWANG PING, Chinese steamer, 1,242 A. P. Clement, 31st Mar.—Canton 30th Mar. General.—C. E. & M. Co.
LADY JOCEY, British steamer, 2,046 J. Cook, 30th Mar.—San Diego 15th Feb. General.—Butterfield & Swire.
LIGHTNING, British steamer, 2,122 L. G. Spence, 30th Mar.—Calcutta 10th Mar. Penang and Singapore 22nd Mar. General.—David, Sassoon Sons & Co.
MACDUFF, British steamer, 1,812 R. Glegg, 2nd April.—Saigon 28th Mar. Rice.—Dodwell & Co., Ltd.
PARKMAN, British steamer, 1,235 J. Jenkins, 31st Mar.—Singapore 25th Mar. General.—Bradley & Co.
PEIVANK, German steamer, 953 R. Köhler, 9th Mar.—Saigon 5th Mar. Rice and Kerosine.—A. R. Marty.
PETRIASIA, British steamer, 900, Hattori, 31st Mar.—Baito Pagan (Hongkong) 22nd Mar. Liquid Fuel.—Arnhold, Karberg & Co.
PIRA CHULA, Union Kiao, British steamer, 1,012 E. E. McEllan, 29th March.—Bangkok 21st Mar. Rice and General.—Butterfield & Swire.
PROSPERITY, British ship, 1,399 W. Mackay, 25th Feb.—Saigon 20th Feb. Rice.—Heung Sing Steamship Co.
QUARTER, German steamer, 1,146 H. Johansen, 1st April.—Bangkok 23rd Mar. and Koh-si-chang 25th Mar. Rice and Meal.—Sander, Weller & Co.
SABINE RICKMERS, British steamer, 690 J. R. Nasbet, R.N.R., 23rd Mar.—Tamsui 21st Mar. General.—Arnhold, Karberg & Co.
SAXONIA, German steamer, 3,336 A. Kreh, 2nd April.—Kuchimizu 25th Mar. General and Coal.—Carlowitz & Co.
SUNGKANG, British steamer, 1,021 S. W. Moore, 2nd April.—Manila 30th March. General.—Butterfield & Swire.
TAIWAN MARU, Japanese steamer, 1,842 H. Mikuni, 30th Mar.—Karusu 23rd Mar. Coal.—Mitsui Bussan Kaisha.
TAYLOR, British steamer, 1,457 R. Nelson, 26th Mar.—Melbourne 13th Feb. Sydney 27th, Townsville 3rd Mar. Thursday Island 8th, Port Darwin 11th, and Manila 23rd. General.—Butterfield & Swire.
TOSA MARU, Japanese steamer, 3,574 Hector Fraser, 1st April.—Seattle, Washington, U.S.A. 28th Feb. Coals.—Nippon Yusen Kaisha.
VICTORIA, Swedish steamer, 825, Hillberg, 26th Mar.—Cardiff 4th Feb. and Singapore 19th Mar. Coal.—Harting, Buschmann & Menzies.

Sailing Vessels.

DIRIGO, American ship, 2,845 Goodwin, 21st Mar.—New York 20th Oct. Kerosine.—Standard Oil Co.
EVIE J. RAY, American bark, 910, Kaslen, 11th Mar.—Singapore 22nd Feb. Timber.—Sander, Weller & Co.
GEO. T. HAY, British ship, 1,647, Spicer, 30th Mar.—Manila, (P. I.) Mar. Ballast.—Siemens & Co.
IRIS, British bark, 205 W. Wright, 28th Mar.—Fremantle 23rd Jan. Sandal Wood.—Siemens & Co.
JOHN CURRIER, American ship, 1,848, Lawrence, 11th Mar.—New York 14th Sept. Kerosine.—Standard Oil Co.
MOBILE BAY, British bark, 1,177, James A. Boyd, 18th Mar.—Hongay 6th Mar. Coal.—Jardine, Matheson & Co.
VALD OF DOON, British bark, 789, Petersen, 21st Mar.—Rajang 25th Feb. Timber.—Order.
WARATAH, British schooner, 25, Haynes, 23rd Sept.—Takow 15th Sept. Ballast.—Mr. F. Wall.
WM. H. SMITH, American ship, 1,800, E. C. Colley, 27th Mar.—New York 28th Sept. Kerosine Oil.—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, April 3rd, 1900.

Alacrity, despatch vessel, 1,700 tons, 10 6-pd guns, 200 h.p., Commander A. H. Algernon, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. J. W. Slade, Hongkong.
Aurora, British cruiser, 3,600 tons, Capt. E. H. Bayly, Hongkong.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Hon. S. C. J. Colville, C.B. Wei-hai-wei.
Bonaventura, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 h.p., Capt. R. H. J. Montgomerie, British cruiser, 2,770 tons, 6 guns, 5,600 h.p., Capt. R. B. S. Wrey, Shanghai.
Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Hongkong.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Com. C. Winnington-Ingram, Hongkong.
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. C. Chadwick, Ichang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 h.p., Lieut. Com. W. J. Keyes, Hongkong.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.
Hermione, British cruiser, 4,360 tons, Capt. R. S. D. Cumming, Shanghai.
Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Hongkong.
Iphigeneia, 2nd class cruiser, 3,600 tons, 6 guns, 7,000 h.p., Capt. H. N. Dudding, Singapore.
Ennet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Wuchow.
Orlando, British cruiser, 3,600 tons, Capt. J. H. Burke, Manila.
Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut. Comdr. S. G. Douglas, Shanghai.
Phaonia, British gunboat, 1,015 tons, Comdr. C. G. H. Hongkong.
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 h.p., Lieut. Comdr. J. F. E. Green, Hongkong.
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut. Comdr. U. V. de M. Cowper, Hongkong.
Redpole, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Shanghai.
Simpfiter, British river-gunboat, 2 guns, Lt. Comdr. Carr, on the West River.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Hongkong.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. H. E. Hillman, on the West River.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, en route Wei-hai-wei.
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 h.p., Captain A. Schenberrg, Singapore.
Waterloo, surveying vessel, 620 tons, Commander W. P. Dawson, Hongkong.
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 5,400 h.p., Lieut. Comdr. E. Kelly, Hongkong.
Wizera, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.
Woodcock, British gunboat, 2 guns, 360 h.p., Lieut. Comdr. Watson, on the Yangtze.
Woodruff, British gunboat, 2 guns, 350 h.p., Lt. Comdr. R. A. Norton, on the Yangtze.
Torpedo-boats in Reserve Nos. 8 and 20, 35 36 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Hai Tien, Chinese steamer, 7,430 tons, Capt. R. S. Len, Hongkong.
Liberty, Chinese gunboat, 538 tons, Comdr. Joseph de Luna Lima, Hongkong.
Presidente Sarmiento, Argentine cruiser, 2,850 tons, Capt. Becher, Manila.
Falkyrie, Danish cruiser, 3,600 tons, Prince Valdemar, Shanghai.
Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thoman von Montanar, Swatow.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Kuroki, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Albatros, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskis, at Nagasaki.
Bogor, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Shiron, at Nagasaki.
Gallathea, Russian gunboat, 400 tons, twin screw, Capt. Recheher, Manila.
Gromozd, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikhalshchey, at Nagasaki.
Korveta, Russian cruiser, 1,200 tons, 9 guns, 2,130 h.p., Capt. Silman, at Nagasaki.
Mandurya, Russian cruiser, 1,215 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.
Naurum, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Noyednik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarina, at Nagasaki.
Olenyok, Russian armoured cruiser, 1,900 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprinoff, at Nagasaki.
Petrofavlouski, Russian battleship, 12,000 tons, Capt. Grevalis, at Hongkong.
Rostia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domogiroff, at Nagasaki.
Roshchinsk, Russian cruiser, 1,330 tons, Capt. Konnoff, at Manila.
Rurik, Russian flagship, 10,940 tons, armoured cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sitach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
Sissel Velizy, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Mollas, at Nagasaki.
Siouchik, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Subatinn, at Nagasaki.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
Vladimir, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulila, at Nagasaki.
Zabinka, Russian cruiser, 1,330 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.
(1st and 2nd class.)
Forest, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantchik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorostik, Russian torpedo boat, 87 tons, 4 guns, 2,090 h.p., 22 knots.
Podorostik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Stisk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skorpiun, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sotchna, Russian torpedo boat, 87 tons, 4 guns, 1,200 h.p., 19 knots.
Strait, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Surgut, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA (SEA GOING).

Borjok, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 21 knots.
Revil, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Usuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Flagship of Vice-Admiral Alexieff.
Flagship of Rear-Admiral F. V. Dubossioff.
Flagship of Rear-Admiral Remoff.

THE FRENCH SQUADRON.
Bengali, 2nd class dispatch-boat, Lt. Comdr. De La Croix de Castries, at Haiphong.
D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, Japan.
Descaartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Philibert, at Kwang-chow-wan.
Eure, Dispatch-transport, Capt. Vallée, at Saigon.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Kwang-chow-wan.
Kerstaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 473 tons, 8 guns, 576 h.p., Capt. Ainet, at Kwang-chow-wan.
Paschal, 2nd class protected cruiser, 4,000 tons, 36 guns, 5,000 h.p., Capt. M. Moret, at Yokohama.
Surprise, gunboat, 627 tons, 10 guns, 860 h.p., Capt. Morcet, at Saigon.
Flagship of Vice-Admiral Courtejoles.

THE GERMAN SQUADRON.
Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Manila.
Hansa, German cruiser, 6,400 tons, Capt. Pohl, at Singapore.
Hertha, German cruiser, 6,000 tons, Capt. S. v. Usedom, Japan.
Hitt, German gunboat, 1,000 tons, 10 guns, 1,600 h.p., Capt. H. H. Lans, at Amoy.
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Stein, Formosa.
Jaguar, German cruiser, Captain Kinderling, at Shanghai.
Katerina Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 h.p., Captain Gulich, at Shanghai.